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TRANSPORTATION MINISTER REPORTS TO SUPREME SOVIET; WESTERN, CENTRAL ASIA RR OKRUGS MEET

SUPREME SOVIET HEARS RR REPORT -- Gudok, 16 Jun 50

In a speech at a meeting of the Supreme Soviet USSR, Minister of Transportation Beshchev reported that in 1949 railroad transport exceeded the plan for carrying, and obligations in regard to depositing profits in the State Bank were met in full. Freight turnover on the railroad systems increased by 17 percent in 1949 in comparison with 1948, and one half of the year's increase in carloadings was achieved by accelerating freight car turnaround time.

The plan for reduction in the cost of carrying and for an increase in the productivity of labor was also exceeded. Four fifths of the year's increase in carrying operations was achieved by increasing labor productivity. As a result, the plan for profits from carrying was exceeded, and a contributing factor to this success was the strengthening of cost accounting on the railroad systems, particularly in the lower production units. During the past 2 years, about 1,500 railroad transport enterprises have been transferred to cost accounting, and in 1950 all the railroad system divisions have been transferred to cost accounting.

Beshchev went on to say that in 1949, at the session of the Supreme Soviet USSR, the deputies quite correctly criticized the Ministry of Transportation for the serious shortcomings then existing in commercial operations which were causing considerable losses. The Ministry of Transportation took a series of measures to improve commercial operations, and losses from loss of freight in carrying in 1949 were more than 75 percent below those of the previous year. During the first 4 months of 1950, such losses were reduced by 88 percent in comparison with the corresponding period of 1949. However, in the organization of commercial operations there are still shortcomings, and the railroads will continue to work for their elimination.

Along with this, the minister continued, railroad transport in 1949 fell far short of the full utilization of all its possibilities for a further increase in carrying and for raising profitability. Although freight car turnaround time was reduced, the assigned degree of reduction was not met. While there was a general above-plan reduction in the cost of carrying an an increase in the productivity of labor, unprofitable expenditures caused by breakage in operations are still great, and shortcomings in the organization of labor have not been eliminated.

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Beshchev noted that the organization of smooth daily operations is especially important in railroad transport, and that the railroads need help from the enterprises of other ministries involved in freight operations, especially for bulk freight on sidings. The enterprises of many ministires, including those of the Ministry of Timber and Paper Industry, curtail their operations at night and destroy the smooth operation of the railroad systems.

Beshchev stated that the organization of long-haul (500 kilometers) routing is an important means of accelerating freight delivery. Long-haul routing is 50 percent faster than the usual method. However, only a little more than one third of all freight is carried by long-haul routing. In addition, the efficient utilization of transport facilities depends not only on the technical and organizational measures of the railroad systems, but also on the elimination of inefficient carrying as still practiced by some ministries. Inefficient hauls of construction materials are still numerous. For instance, under normal conditions building brick should be carried by railroad up to 300 kilometers. However, the Ministry of Construction of Heavy Industry Enterprises sometimes has brick carried over distances of more than 1,500 kilometers. With the existing location of cement plants, an average length of haul of cement of not more than 700 kilometers is possible, but the Ministry of Construction Materials Industry has more than one third of its cement carried over a distance of more than 700 kilometers. As a result, transport expenses are increased an average of 17 rubles for each ton of cement.

Beshchev stated further that the new railroad rates introduced in 1949 have a considerable economic effect on offices authorizing inefficient hauling. Payments for inefficient carrying, according to the increased rates, apply to the unproductive expenditures of enterprises.

In 1949, 16 percent more railroad facilities were put into service than in 1948.

The minister touched on the serious shortcomings in the work of the construction organizations of railroad transport. The rate of construction is lagging, and this lag not only delays the introduction into service of new facilities, but increases construction costs. In 1949, the Ministry of Transportation took measures to improve construction. The mechanization level of labor-consuming operations was increased somewhat. A Special Administration for Mechanization of Construction Works was created, and 150 excess, duplicating, and small construction and planning organizations were abolished. However, these measures were insufficient. The construction organizations of railroad transport did not fully utilize their resources by a great margin.

In conformance with directives from the government, Beshchev concluded, the railroads have worked out and are at present introducing a series of measures for reducing construction time and improving the organization of operations. They are expanding the introduction of industrial methods and mechanization of construction, reducing overhead and transport expenses, and eliminating all types of unnecessary items from plans and estimates.

WESTERN RR OKRUG REPORTS -- Sovetskaya Litva, 3 Jun 50

At a meeting of production and management personnel of the Western Railroad Okrug, Krasnobayev, head of the okrug, noted that the okrug completed the 1949 plan for carloadings and unloadings and exceeded the assignment for freight car turnaround time. The okrug is successfully handling its assignments for this year.

However, Krasnobayev's report failed to mention many serious shortcomings in the operations of the railroad systems of the okrug such as lack of control over the execution of orders, shortcomings in mass political work, and lack of criticism and self-criticism in the Administration of the Lithuanian Railroad System.

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CENTRAL ASIA OKRUG REPORTS -- Pravda Vostoka, 28 Jun 50

At a meeting of production and management personnel of the Central Asia Railroad Okrug, held 23-25 June in Tashkent, Filippov, head of the okrug, announced that freight car turnaround time on the okrug has been increased by 58 hours, the carloadings plan for 1949 was not fulfilled, and the schedules for dispatching and handling trains often are not met. Service for passengers is still poorly organized.

A Diesel locomotive engineer of the depot of the Tashkent-Freight station criticized the administration of the Tashkent System and the okrug for the lack of attention given to the introduction of Diesel traction. He stated that the system and the okrug are not providing for the creation of a repair base for Diesel locomotives.

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